



National Transportation Safety Board Aviation Accident Final Report

Location:	Mooresville, NC	Accident Number:	ATL06LA052
Date & Time:	03/13/2006, 1045 EST	Registration:	N57ME
Aircraft:	E Newton Newton RV-6A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that he made a normal approach to runway 36, which is a 2,000-foot smooth grass runway. During the touchdown the airplane skipped slightly and then touched down normally. The pilot stated that during the roll out everything was normal until the nose started to drop. He applied full up elevator but could not arrest the descent of the nose. The airplane slid approximately 40 feet and then nosed over. After he exited the airplane and examined the nose gear he found that the nose gear was bent aft. Further examination revealed that there was a dead rabbit just prior to where the nose gear started making a trench in the grass. The airplane came to a stop in the center of the runway with approximately 900 feet remaining on the runway. The pilot did not report any malfunctions with the airplane prior to the accident. The nose landing gear was sent to the National Transportation Safety Board materials laboratory for further examination. The wheel was removed, disassembled, and examined. Due to the reported animal impact of the nose landing gear, a swab was taken from the inside wheel fairing. A phenolphthalein presumptive blood test was performed on the swab, and the result was positive for blood.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The collapse of the nose landing gear for undetermined reasons, which resulted in a nose over.

Findings

Occurrence #1: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On March 13, 2006, at 1045 eastern standard time, an E&M Newton RV-6A, N57ME, registered to and operated by a private individual, as a 14 CFR Part 91 personal flight, nosed over during landing roll at Miller Airpark, Mooresville, North Carolina. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The airline transport rated pilot reported minor injuries and the airplane received substantial damage. The flight originated from the Miller Airpark, Mooresville, North Carolina, on March 13, 2006, at 1000.

The pilot stated that he made a normal approach to runway 36, which is a 2,000-foot smooth grass runway. During the touchdown the airplane skipped slightly and then touched down normally. The pilot stated that during the roll out everything was normal until the nose started to drop. He applied full up elevator but could not arrest the descent of the nose. The airplane slid approximately 40 feet and then nosed over inverted. After he exited the airplane and examined the nose gear he found that the nose gear was bent aft. Further examination revealed that there was a dead rabbit just prior to where the nose gear started making a trench in the grass. The airplane came to a stop in the center of the runway with approximately 900 feet remaining on the runway. The pilot did not report any malfunctions with the airplane prior to the accident.

Examination of the wreckage by an FAA inspector revealed the first ground scar was 1,000 feet from the approach end of runway 36. Within the first three feet of the ground scar there was a 15-inch long lifeless rabbit. The airplane came to rest inverted on the canopy facing south, 1,180 feet from the approach end of runway 36.

The nose landing gear was sent to the National Transportation Safety Board materials laboratory for further examination. The wheel was removed, disassembled, and no mechanical defects were noted during the examination. Due to the reported animal impact of the nose landing gear, a swab was taken from the inside wheel fairing. A phenolphthalein presumptive blood test was performed on the swab, and the result was positive for blood.

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	67, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	03/01/2005
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	15500 hours (Total, all aircraft), 124 hours (Total, this make and model), 15500 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	E Newton	Registration:	N57ME
Model/Series:	Newton RV-6A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	25829
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	08/01/2005, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	291 Hours	Engines:	1 Reciprocating
Airframe Total Time:	291 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Steve A Hanhoy	Rated Power:	180 hp
Operator:	Steve A Hanhoy	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KRUQ, 773 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1038 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	Broken / 3800 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	22° C / 16° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mooresville, NC (NC30)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Unknown
Departure Time:	1000 EST	Type of Airspace:	

Airport Information

Airport:	MILLER AIR PARK (NC30)	Runway Surface Type:	Grass/turf
Airport Elevation:	864 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	Unknown
Runway Length/Width:	2060 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.613889, -80.741389

Administrative Information

Investigator In Charge (IIC):	Eric H Alleyne	Report Date:	12/28/2006
Additional Participating Persons:	Jeffrey Phillips; FSDO-33 Charlotte; Charlotte, NC		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).